2006-08 ACCESSORIES & EQUIPMENT

Power Windows - Civic (All Except Hybrid)

COMPONENT LOCATION INDEX

4-door

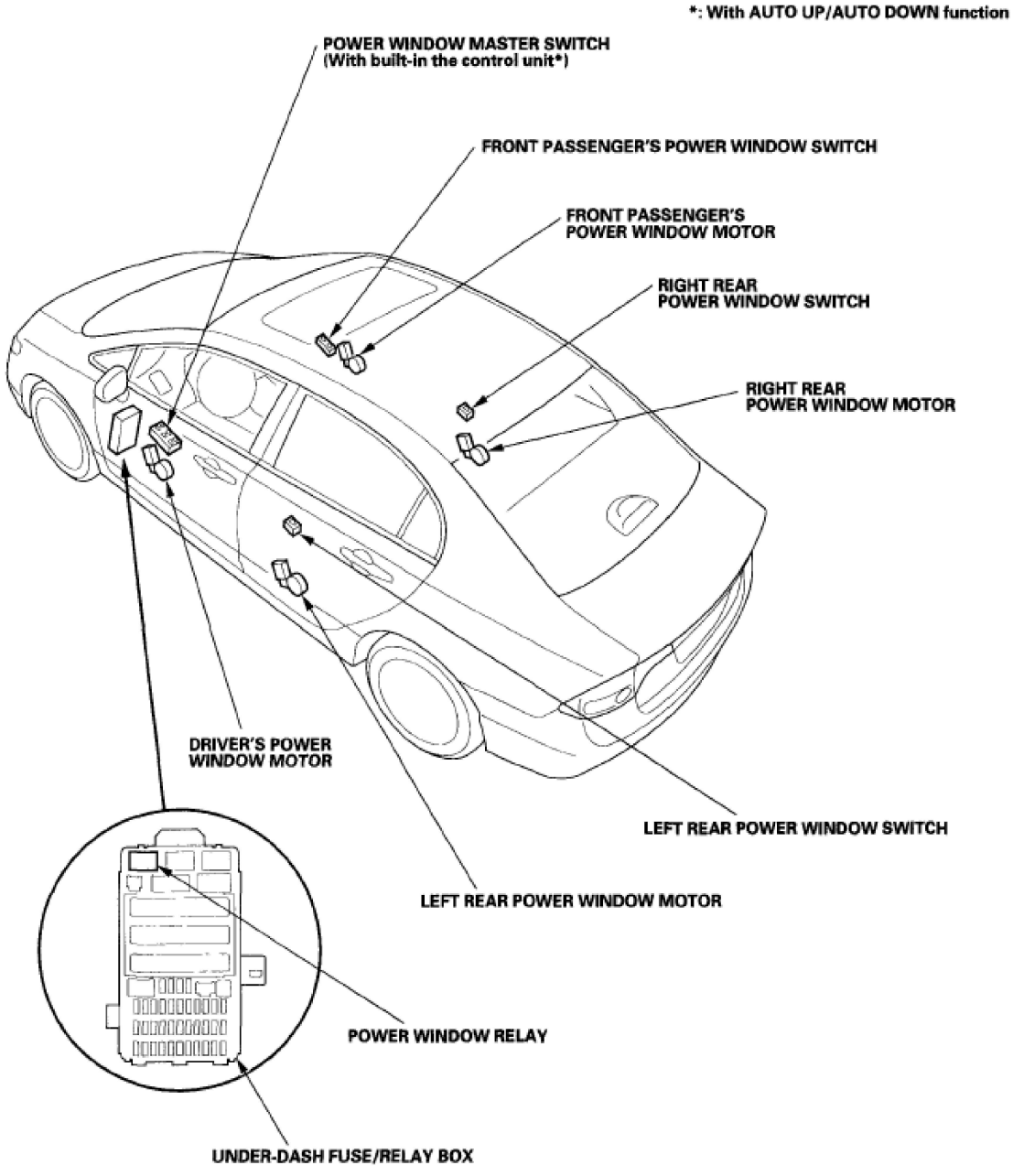

*: With AUTO UP/AUTO DOWN function
POWER WINDOW MASTER SWITCH (With built-in the control unit*)
FRONT PASSENGER'S POWER WINDOW SWITCH
FRONT PASSENGER'S POWER WINDOW MOTOR
RIGHT REAR POWER WINDOW SWITCH
RIGHT REAR POWER WINDOW MOTOR
DRIVER'S POWER WINDOW MOTOR
LEFT REAR POWER WINDOW SWITCH
LEFT REAR POWER WINDOW MOTOR
POWER WINDOW RELAY
UNDER-DASH FUSE/RELAY BOX

Fig. 1: Locating Power Windows Components (4-Door)

2-door

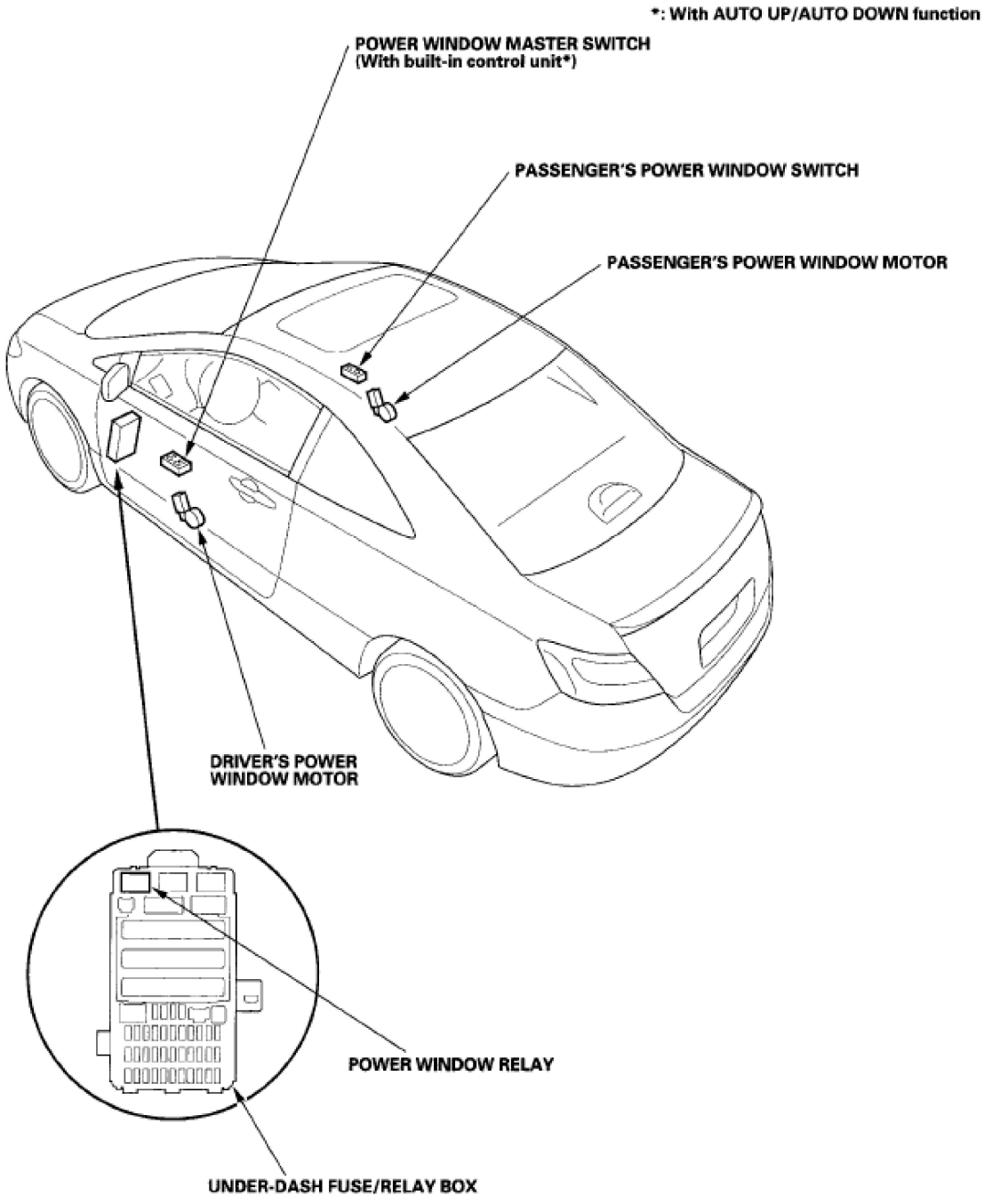


Fig. 2: Locating Power Windows Components (2-Door)

SYSTEM DESCRIPTION

AUTO REVERSE OPERATION (EXCEPT DX AND DX-G MODELS)

The system is composed of the power window master switch and the driver's power window motor.

The driver's power window motor incorporates a pulser which generates pulses during the motor's operation and sends the pulses to the driver's power window control unit. As soon as the power window control unit detects no pulses from the pulser, the driver's power window control unit makes the power window motor stop and reverse. If the window is more than halfway closed, it will reverse to half open position. If the window is less than halfway closed, it will stop and reverse about 2 inches. This is to prevent pinching an obstacle during auto-up operation. The auto reverse operation is not active when the switch is held in the up position.

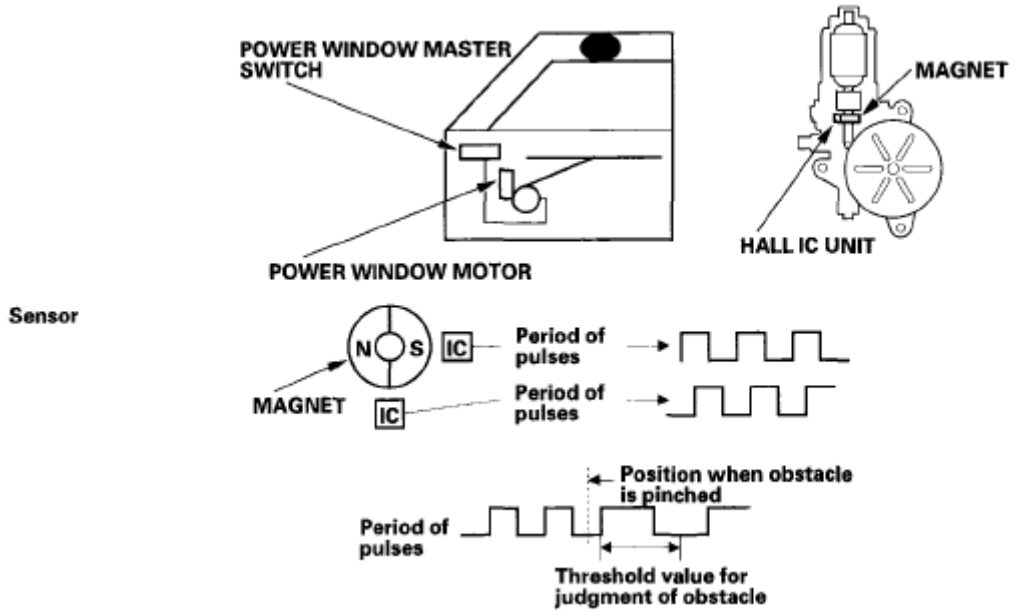


Fig. 3: Auto Reverse Operation System Description (Except DX And DX-G Models)

CIRCUIT DIAGRAM

4-door (With AUTO UP/AUTO DOWN Function)

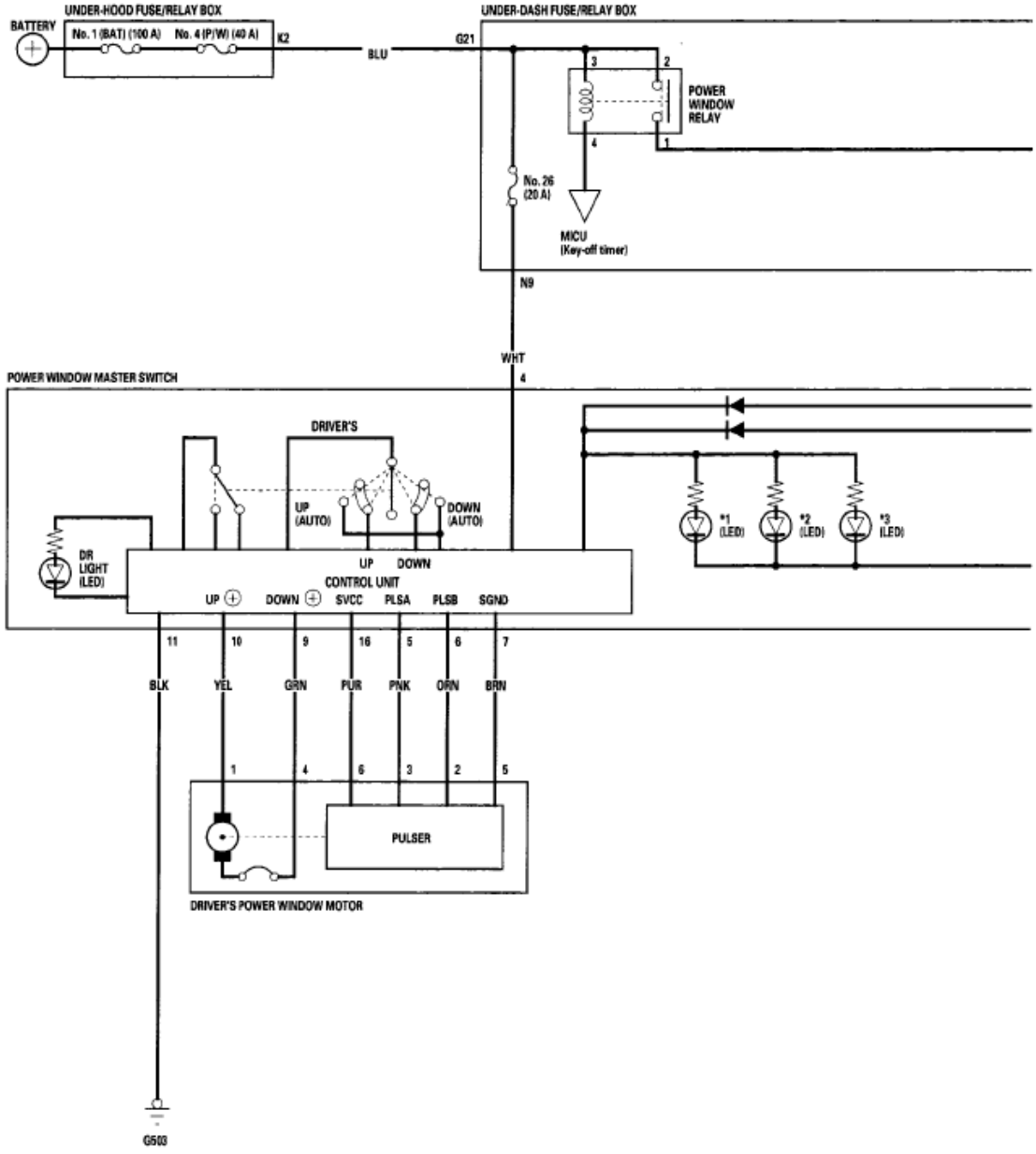


Fig. 4: Power Windows Circuit Diagram - 4-Door (With AUTO UP /AUTO DOWN Function) (1 Of 2)

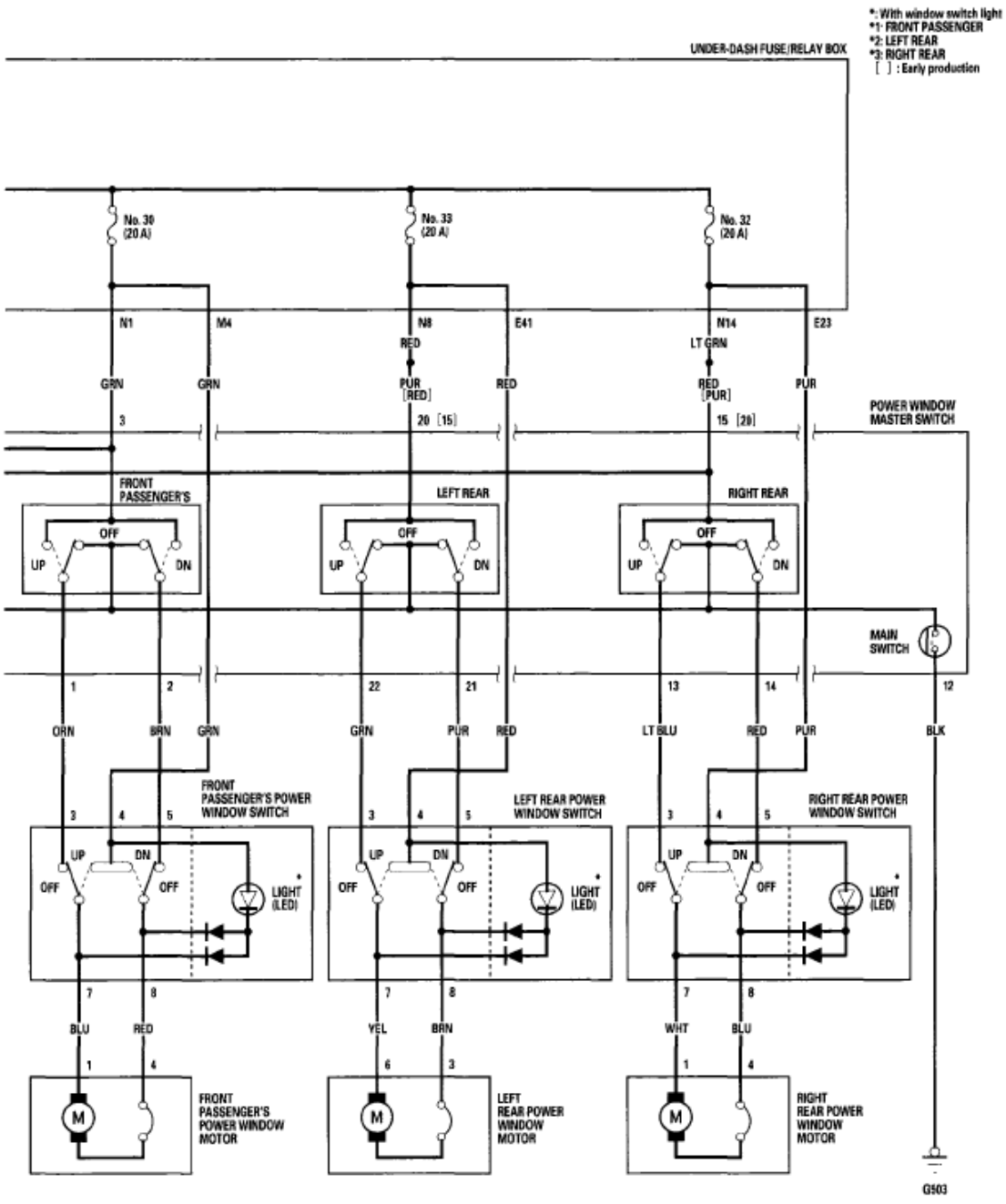


Fig. 5: Power Windows Circuit Diagram - 4-Door (With AUTO UP /AUTO DOWN Function) (2 Of 2)

4-door (Without AUTO UP/AUTO DOWN Function)

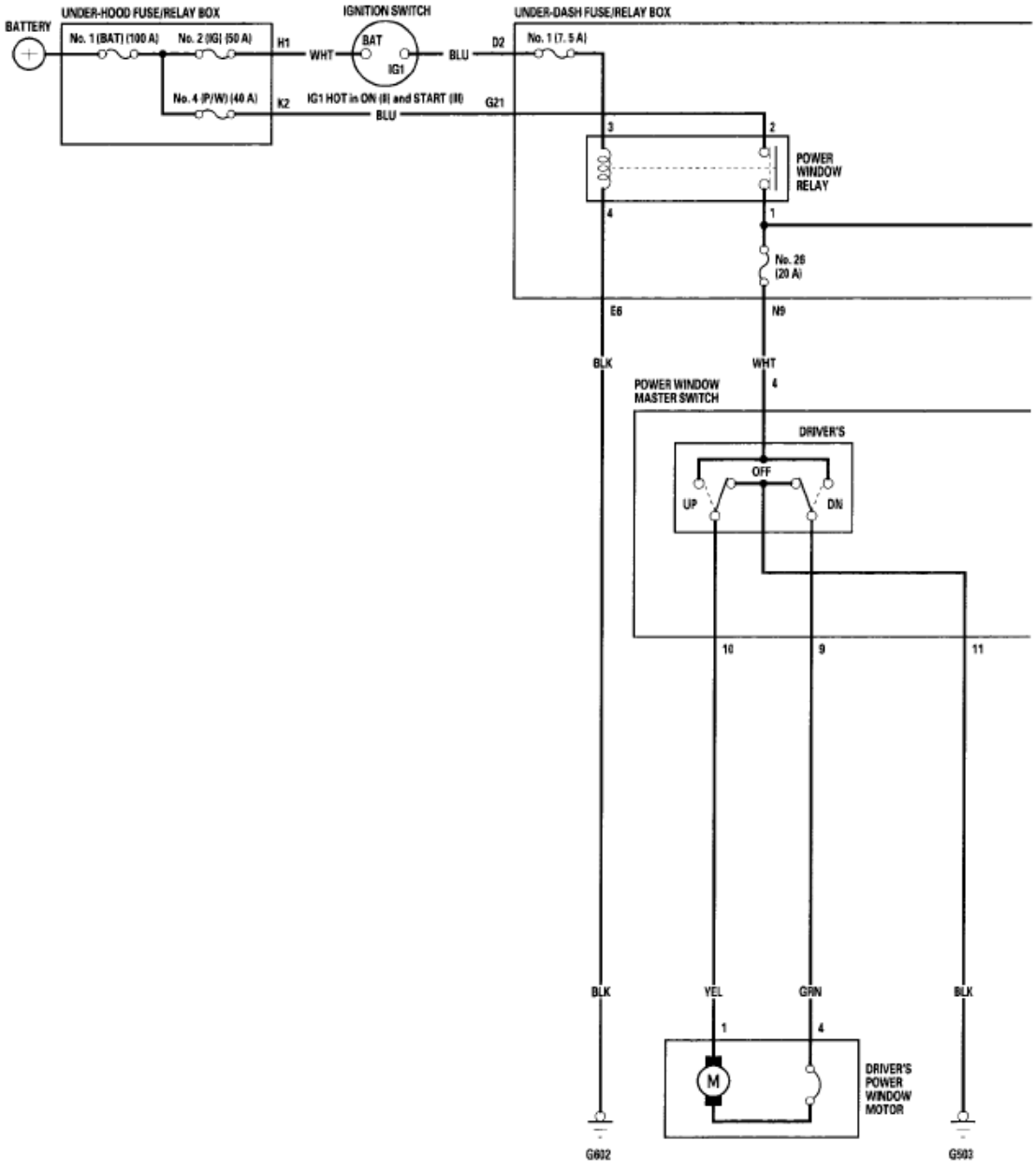


Fig. 6: Power Windows Circuit Diagram - 4-Door (Without AUTO UP /AUTO DOWN Function) (1 Of 2)

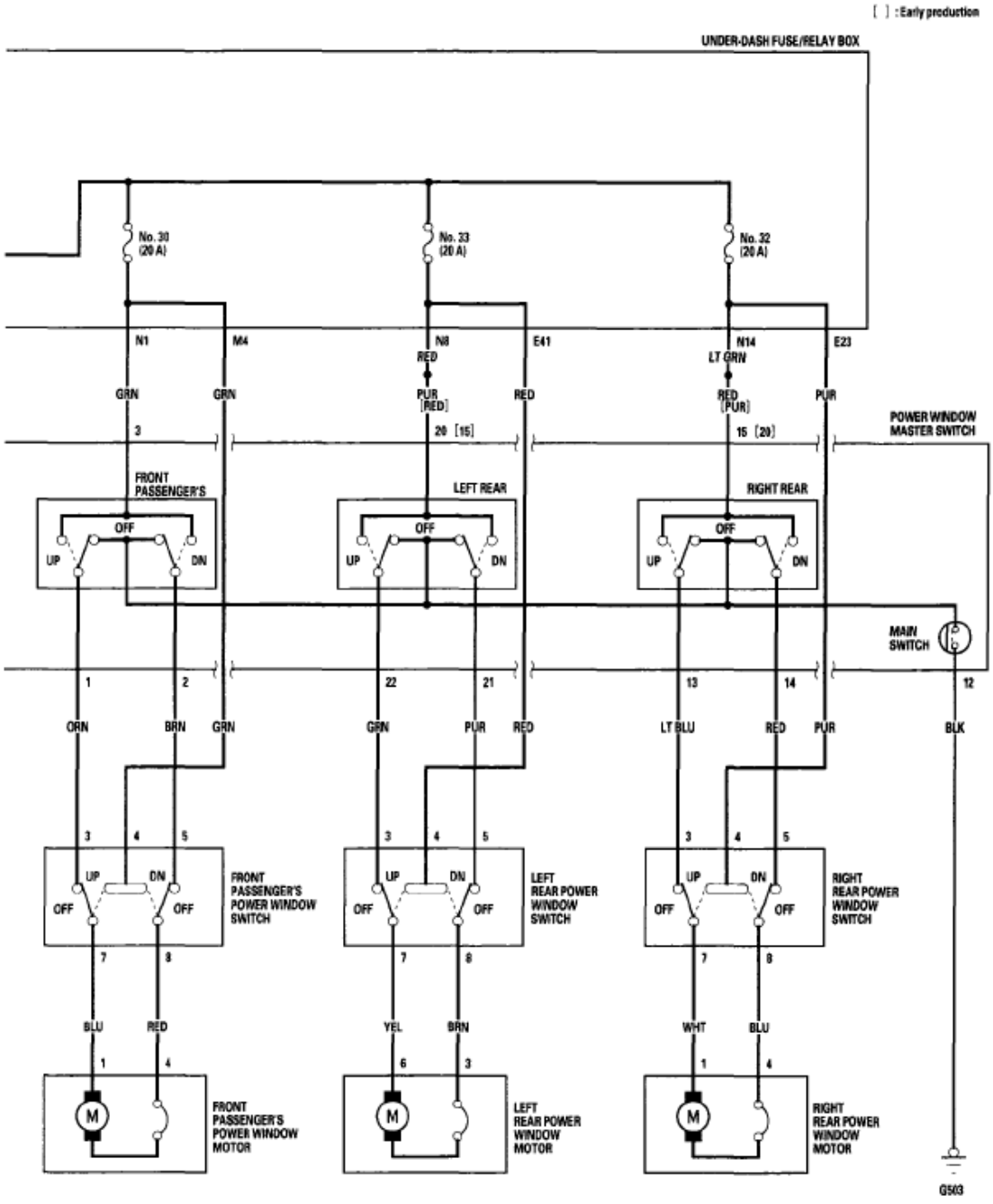


Fig. 7: Power Windows Circuit Diagram - 4-Door (Without AUTO UP /AUTO DOWN Function) (2 Of 2)

2-door (With AUTO UP/AUTO DOWN Function)

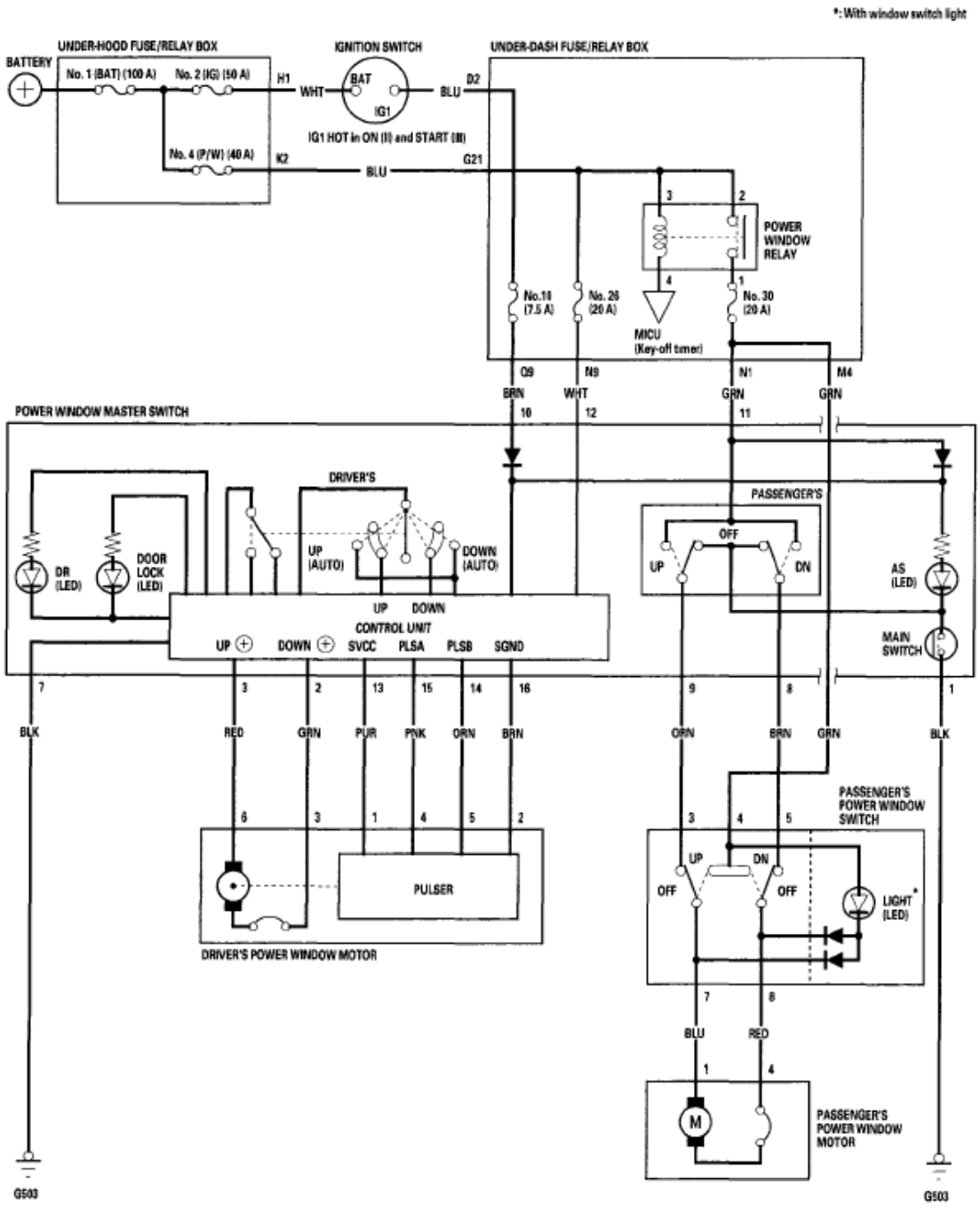


Fig. 8: Power Windows Circuit Diagram - 2-Door (With AUTO UP /AUTO DOWN Function)

2-door (Without AUTO UP/AUTO DOWN Function)

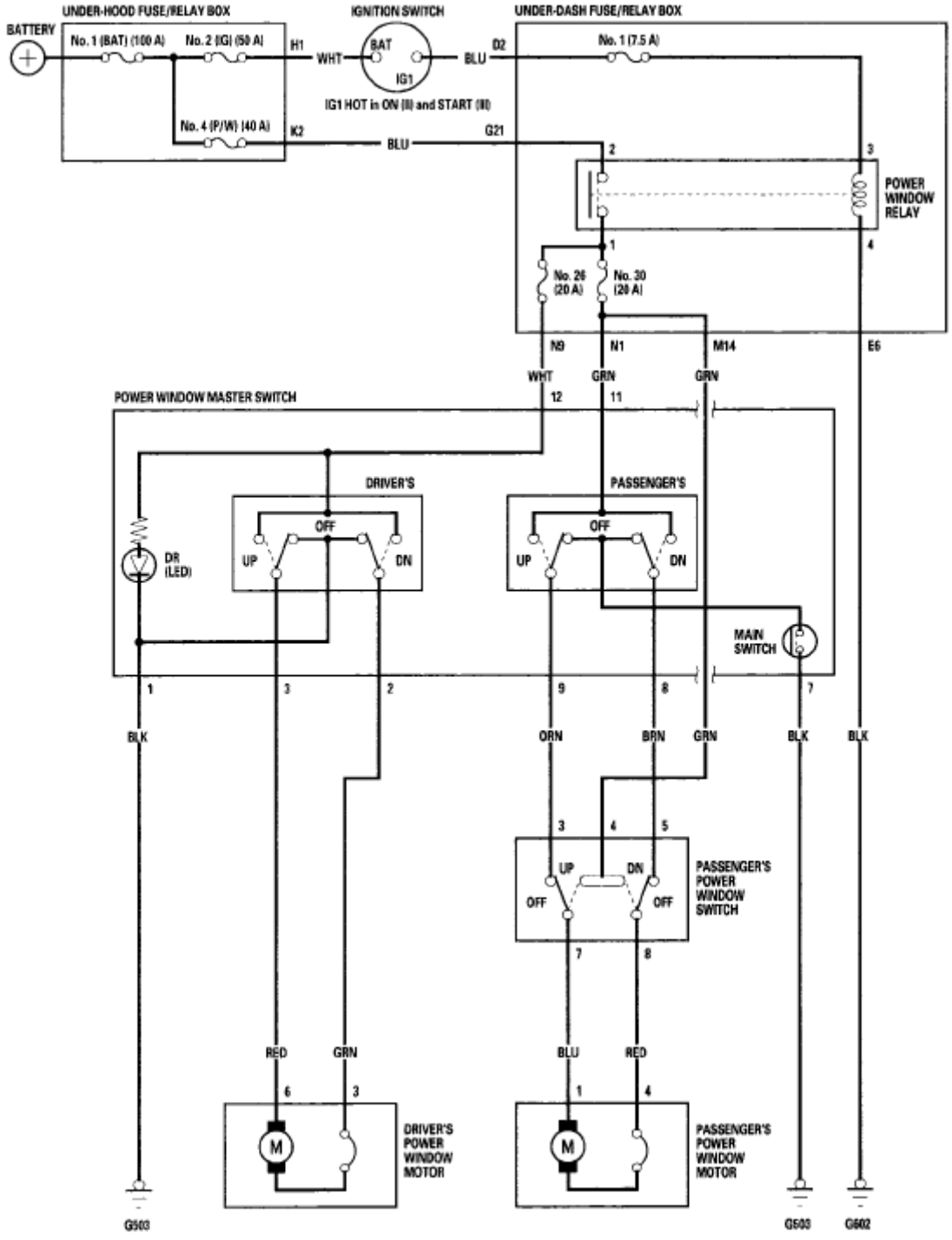


Fig. 9: Power Windows Circuit Diagram - 2-Door (Without AUTO UP /AUTO DOWN Function)

MASTER SWITCH INPUT TEST

4-DOOR WITH AUTO UP/AUTO DOWN FUNCTION

NOTE: The power window control unit is built into the power window master switch, and it only controls the driver's window operations.

1. Remove the master switch (A) (see **MASTER SWITCH TEST/REPLACEMENT**).

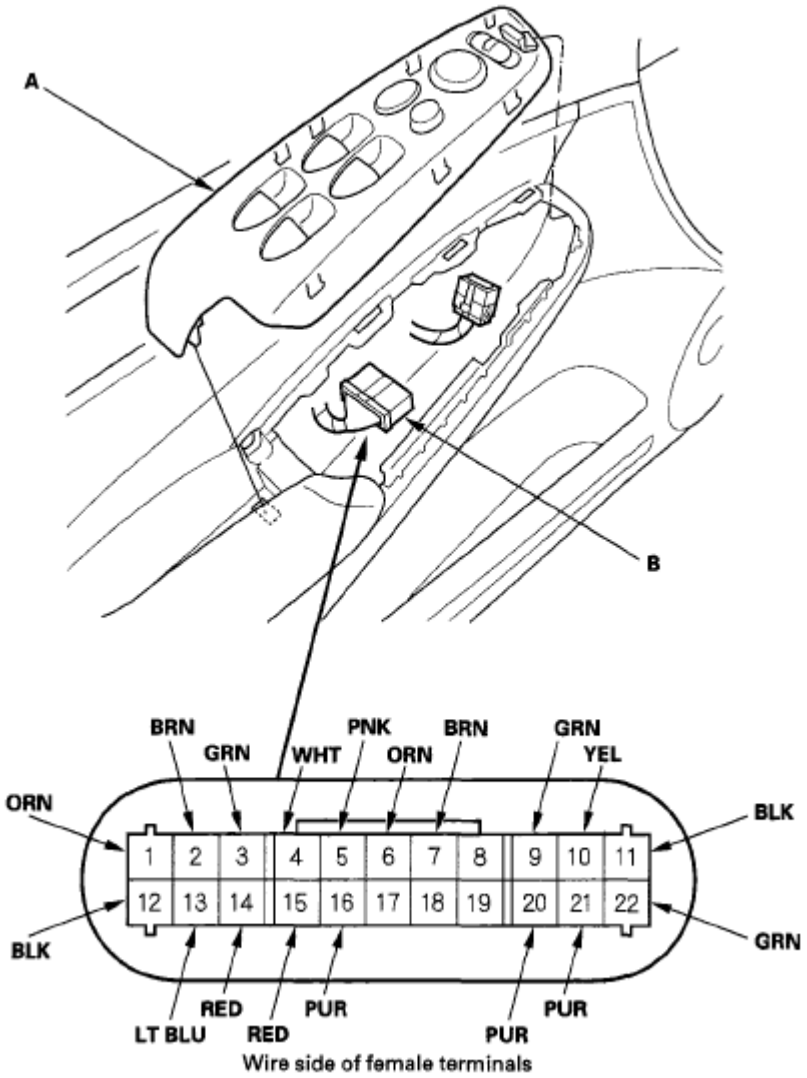


Fig. 10: Removing Master Switch

2. Disconnect the 22P connector (B) from the master switch.
3. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If a test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the power window master switch must be faulty; replace it.

4. With the master switch still disconnected, make these input tests at the connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, go to step 5.

MASTER SWITCH INPUT TEST (DISCONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
9	GRN	Connect the No. 4 and the No. 9 terminals and No. 10 and No. 11 terminals momentarily with jumper wires	Check driver's power window motor operation: The window should go down.	• Faulty driver's power window motor • An open in the wire
10	YEL	Connect the No. 4 and the No. 10 terminals and No. 9 and No. 11 terminals momentarily with jumper wires	Check driver's power window motor operation: The window should go up.	
1	ORN	Connect the No. 3 and the No. 2 terminals and No. 1 and No. 12 terminals momentarily with jumper wires	Check front passenger's power window motor operation: The window should go down.	• Faulty front passenger's power window motor • Faulty front passenger's
			Check front	

2	BRN	Connect the No. 3 and the No. 1 terminals and No. 2 and No. 12 terminals momentarily with jumper wires	passenger's power window motor operation: The window should go down.	power window switch • An open in the wire
13	LT BLU	Connect the No. 20 and the No. 14 terminals and No. 13 and No. 12 terminals momentarily with jumper wires	Check front passenger's power window motor operation: The window should go down.	• Faulty right rear power window motor • Faulty right rear power window switch • An open in the wire
14	RED	Connect the No. 20 and the No. 13 terminals and No. 14 and No. 12 terminals momentarily with jumper wires	Check right rear power window motor operation: The window should go down.	
21	PUR	Connect the No. 15 and the No. 21 terminals and No. 22 and No. 12 terminals momentarily with jumper wires	Check left rear power window motor operation: The window should go down.	• Faulty left rear power window motor • Faulty left rear power window switch • An open in the wire
22	GRN	Connect the No. 15 and the No. 22 terminals and No. 21 and No. 12 terminals momentarily with jumper wires	Check left rear power window motor operation: The window should go down.	

5. Reconnect the 22P connector to the power window master switch. Turn the ignition switch ON (II), and make these input tests at the connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the control unit must be faulty; replace the power window master switch.

MASTER SWITCH INPUT TEST (RECONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
3	GRN	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 30 (20 A) fuse in the under-dash fuse/relay box • Faulty power window relay • Faulty MICU • An open in the wire
4	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 26 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
15 [20]	RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 32 (20 A) fuse in the under-dash fuse/relay box • Faulty power window relay • Faulty MICU • An open in the wire
				• Blown No. 33 (20 A) fuse in the under-

20 [15]	PUR	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	dash fuse/relay box • Faulty power window relay • Faulty MICU • An open in the wire
7	BRN	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G503) • An open in the wire
11	BLK	Ignition switch ON (II), and driver's window moving up and down	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G503) • An open in the wire
12	BLK	Ignition switch ON (II), main switch ON, and a passenger's window moving up and down	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G503) • An open in the wire
16	PUR	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Faulty power window master switch • Short to ground in the wire
5	PNK	Ignition switch ON (II), and driver's power window switch	Check for voltage between the No. 5 and No. 7 terminals: There should be 0 V-about 5 V -0 V-about 5 V repeatedly (a digital	• Faulty power window master switch

		moving up or down	voltmeter should reads about 2.5 V while the window moves).	• Faulty driver's power window motor • An open in the wire • Short to ground in the wire
6	ORN	Ignition switch ON (II), and driver's power window switch moving up or down	Check for voltage between the No. 6 and No. 7 terminals: There should be 0 V-about 5 V -0 V- about 5 V repeatedly (a digital voltmeter should reads about 2.5 V while the window moves).	
[ ] : early production				

6. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

2-DOOR WITH AUTO UP/AUTO DOWN FUNCTION

NOTE: The power window control unit is built into the power window master switch, and it only controls the driver's window operations.

1. Remove the door panel (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 16P connector (A) from the master switch (B).

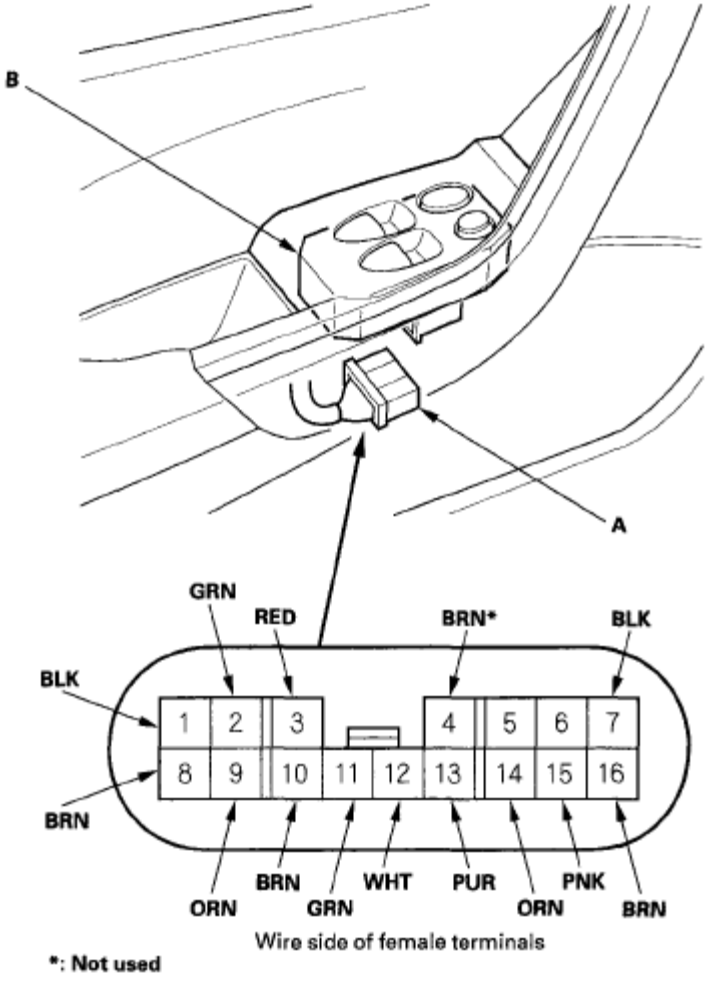


Fig. 11: Disconnecting 16P Connector

3. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the connector.
     - If a test indicates a problem, find and correct the cause, then recheck the system.
     - If all the input tests prove OK, the power window master switch must be faulty; replace it.
4. With the master switch still disconnected, make these input tests at the connector.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 5.

MASTER SWITCH INPUT TEST (DISCONNECTED)

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	GRN	Connect the No. 12 and the No. 2 terminals and No. 3 and No. 7 terminals momentarily with jumper wires.	Check driver's window motor operation: The window should go down.	• Faulty driver's power window motor • An open in the wire
3	YEL	Connect the No. 12 and the No. 3 terminals and No. 2 and No. 7 terminals momentarily with jumper wires.	Check driver's window motor operation: The window should go up.	
8	BRN	Connect the No. 12 and the No. 8 terminals and No. 9 and No. 1 terminals momentarily with jumper wires.	Check passenger's window motor operation: The window should go down.	• Faulty passenger's power window motor • Faulty passenger's power window switch • An open in the wire
9	ORN	Connect the No. 12 and the No. 9 terminals and No. 8 and No. 1 terminals momentarily with jumper wires.	Check passenger's window motor operation: The window should go down.	

5. Reconnect the 16P connector to the power window master switch. Turn the ignition switch ON (II), and make these input tests at the connector.
   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the control unit must be faulty; replace the

power window master switch.

MASTER SWITCH INPUT TEST (RECONNECTED)

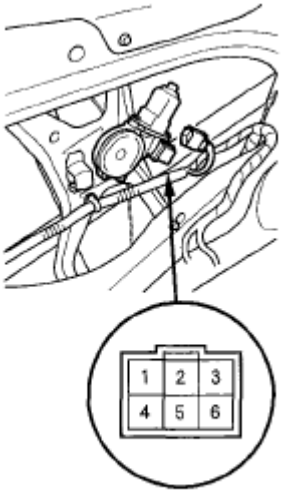
Cavity	Wire	Test condition	Test: Desired result	Possible cause H result is not obtained
10	BRN	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 10 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
11	GRN	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 30 (20 A) fuse in the under-dash fuse/relay box • Faulty power window relay • Faulty MICU • An open in the wire
12	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 26 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
1	BLK	Ignition switch ON (II), main switch ON, and	Check for voltage to ground: There should be	• Poor ground (G503)

		passenger's window moving, up and down	less than 0.5 V.	• An open in the wire
7	BLK	Ignition switch ON (II), and driver's window moving up and down	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G503) • An open in the wire
16	BRN	Under all conditions	Check for voltage to ground: There should be less than 0.5 V.	• Poor ground (G503) • An open in the wire
13	PUR	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Faulty power window master switch • Short to ground in the wire
14	ORN	Ignition switch ON (II), and driver's power window switch moving up or down	Check for voltage between the No. 14 and No. 16 terminals: There should be 0 V-about 5 V -0 V-about 5 V repeatedly (a digital voltmeter should reads about 2.5 V while the window moves).	• Faulty power window master switch • Faulty driver's power window motor • An open in the wire • Short to ground in the wire
15	PNK	Ignition switch ON (II), and driver's power window switch moving up or down	Check for voltage between the No. 15 and No. 16 terminals: There should be 0 V-about 5 V -0 V-about 5 V repeatedly (a digital voltmeter should reads about 2.5 V while the window moves).	

6. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

DRIVER'S POWER WINDOW MOTOR TEST

1. Remove the door panel.
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 6P connector from the driver's power window motor.



Terminal side of male terminals

Fig. 12: Disconnecting 6P Connector

Motor Test

3. Test the motor in each direction by connecting battery power and ground according to **Fig. 13** . When the motor stops running, disconnect one lead immediately.

Direction \ Terminal	1 [6]	4 [3]
UP	⊕	⊖
DOWN	⊖	⊕

[ ] : 2-door

Fig. 13: Testing Motor In Each Direction Table

4. If the motor does not run or fails to run smoothly, replace it.

Pulser Test (With AUTO UP/AUTO DOWN)

5. Reconnect the 6P connector to the driver's power window motor.
6. Turn the ignition switch ON (II).
7. Check for voltage between the terminals.
   - There should be battery voltage between the No. 6 [No. 1] (+) and No. 5 [No. 2] (-) terminals.

     [ ] : 2-door

   - Connect an analog voltmeter between the No. 3 [No. 4] (+) and No. 5 [No. 2] (-) terminals, and run the window motor down or up. The voltmeter needle should move back and forth alternately (a digital voltmeter reads about 2.5 V).

     [ ] : 2-door

   - Connect an analog voltmeter between the No. 2 [No. 5] (+) and No. 5 [No. 2] (-) terminals, and run the power window motor down or up. The voltmeter needle should move back and forth alternately (a digital voltmeter reads about 2.5 V).

     [ ] : 2-door

8. If the voltage is not as specified, do the power window switch input test:
   - 4-door: terminals No. 5, 6,7, and 16 (see **4-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**).
   - 2-door: terminals No. 13,14,15, and 16 (see **2-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**).
9. If the switch is OK, replace the power window motor.
10. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

PASSENGER'S POWER WINDOW MOTOR TEST

1. Remove the door panel.
   - 4-door (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
   - 2-door (see **DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 6P connector from the power window motor.

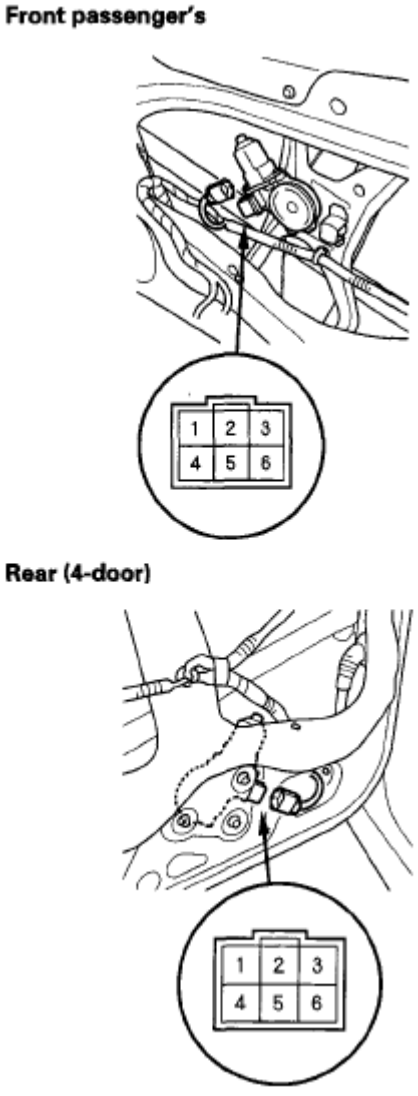


Fig. 14: Disconnecting 6P Connector

3. Test the motor by connecting battery power and ground according to **Fig. 15** . When the motor stops running, disconnect one lead immediately.

Direction \ Terminal	1 [6]	4 [3]
UP	⊕	⊖
DOWN	⊖	⊕

[ ] : Left rear power window motor

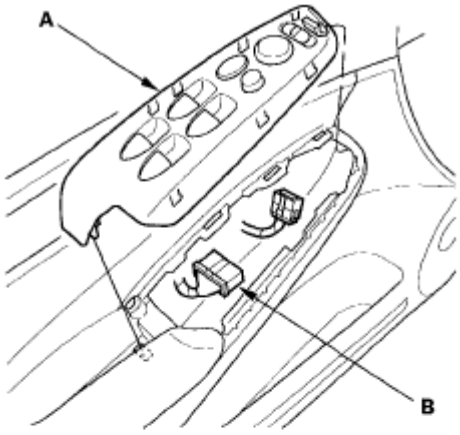
Fig. 15: Testing Motor Connecting Battery Power And Ground Table

4. If the motor does not run or fails to run smoothly, replace it.

MASTER SWITCH TEST/REPLACEMENT

4-DOOR

1. Carefully pry out the master switch (A).



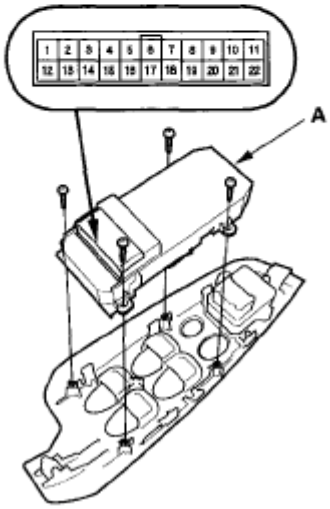


Fig. 16: Prying Master Switch

2. Disconnect the 22P connector (B) from the power window master switch.
3. Check for continuity between the terminals in each switch position according to **Fig. 17**, **Fig. 18**, **Fig. 19** and **Fig. 20** .

Driver's Switch (With AUTO UP/AUTO DOWN)

The driver's switch is combined with the control unit, so you cannot isolate the switch to test it. Instead, run the master switch input test procedures (see **4-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**). If the tests are normal, the driver's switch must be faulty. Replace the switch.

Driver's Switch (Without AUTO UP/AUTO DOWN)

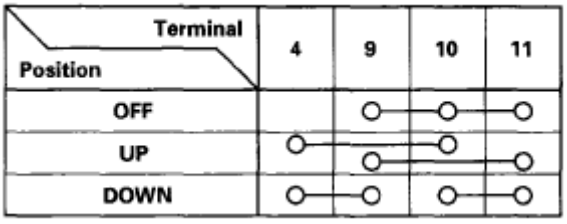


Fig. 17: Drives's Switch (Without AUTO UP/AUTO DOWN) Continuity Table

Front Passenger's Switch

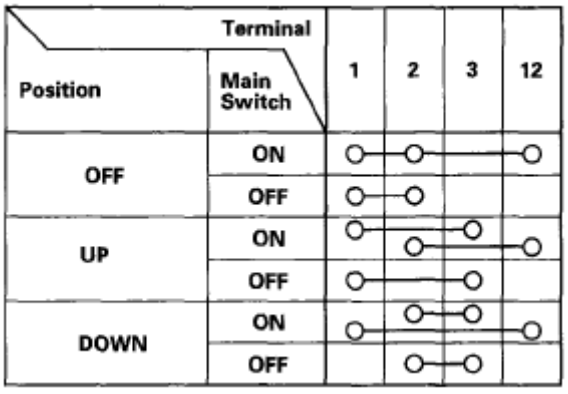
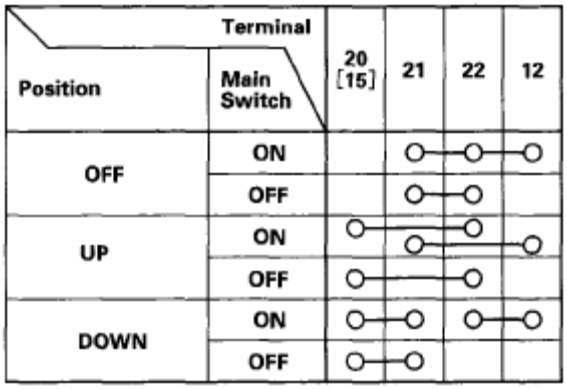


Fig. 18: Front Passenger's Switch Terminals Continuity Table

Left Rear Switch

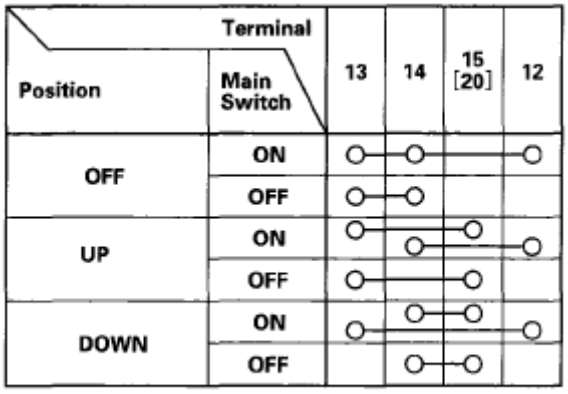


Position	Main Switch	Terminal 20 [15]	21	22	12
OFF	ON		○	○	○
	OFF		○	○	
UP	ON	○		○	○
	OFF	○		○	
DOWN	ON	○	○	○	○
	OFF	○	○		

[ ] : early production

Fig. 19: Left Rear Switch Continuity Table

Right Rear Switch



Position	Main Switch	Terminal 13	14	15 [20]	12
OFF	ON	○	○		○
	OFF	○	○		
UP	ON	○		○	○
	OFF	○		○	
DOWN	ON	○	○	○	○
	OFF		○	○	

[ ] : early production

Fig. 20: Right Rear Switch Continuity Table

4. If the continuity is not as specified, remove the screws and replace the switch.
5. Install the switch in the reverse order of removal.

2-DOOR

1. Remove the power window master switch, and disconnect the 16P connector from the switch (see **DOOR PANEL REMOVAL/INSTALLATION**).

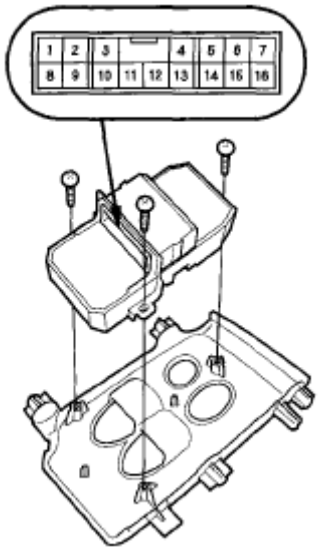


Fig. 21: Disconnecting 16P Connector

2. Check for continuity between the terminals in each switch position according to **Fig. 22** and **Fig. 23** .

Driver's Switch (With AUTO UP/AUTO DOWN)

The driver's switch is combined with the control unit, so you cannot isolate the switch to test it. Instead, run the master switch input test procedures (see **2-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**). If the tests are normal, the driver's switch must be faulty.

Driver's Switch (Without AUTO UP/AUTO DOWN)

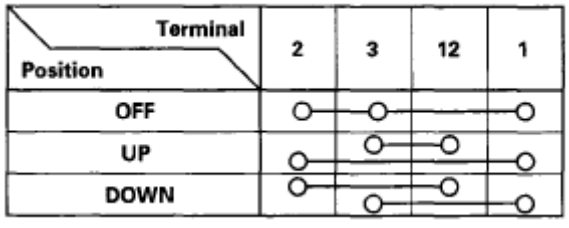


Fig. 22: Driver's Switch (Without AUTO UP/AUTO DOWN) Continuity Table

Passenger's Switch

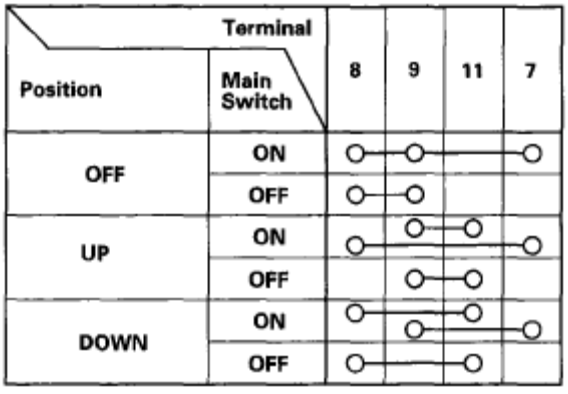


Fig. 23: Passenger Switch Continuity Table

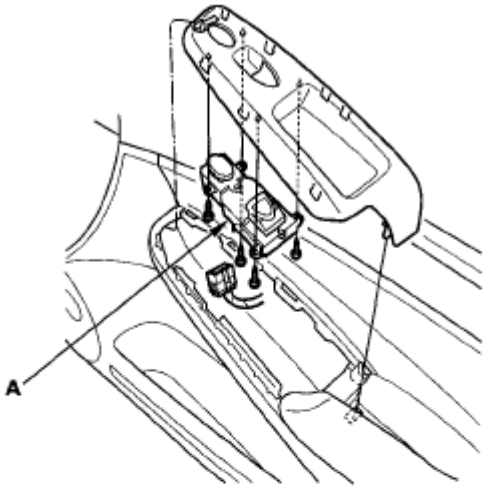
3. If the continuity is not as specified, remove the screws and replace the switch.
4. Install the switch in the reverse order of removal.

PASSENGER'S POWER WINDOW SWITCH TEST/REPLACEMENT

1. 4-door: Remove the passenger's switch (A).

   2-door: Remove the passenger's switch (see **DOOR PANEL REMOVAL/INSTALLATION**).

Front passenger's



Rear

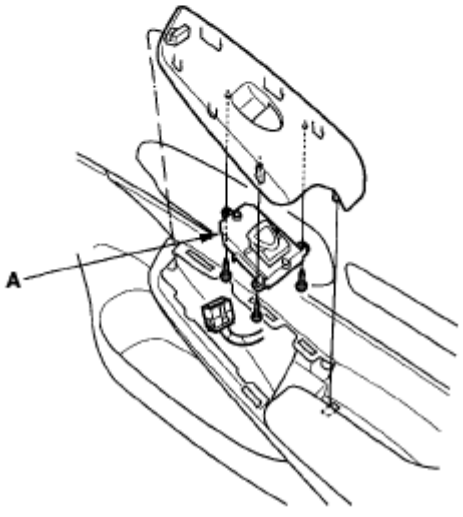


Fig. 24: Removing Passenger's Switch

NOTE: 4-door front passenger's door shown.

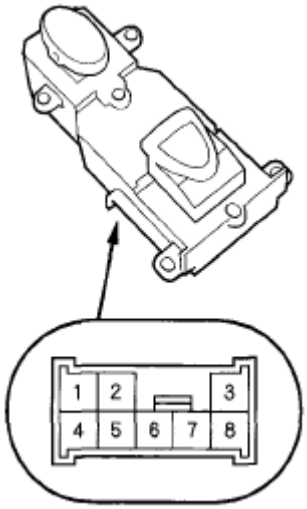


Fig. 25: Identifying 4-Door Front Passenger Door Connector

2. Check for continuity between the terminals in each switch position according to **Fig. 26** .

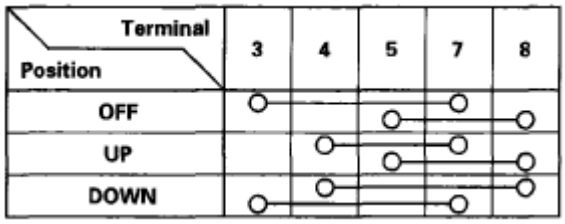


Fig. 26: Checking Continuity Between Passenger's Power Window Switch Table

3. Connect battery power to the No. 4 terminal and ground the No. 7 (or No. 8) terminal. The switch light should come on.
4. If the continuity or switch light tests is not as specified, remove the screws and replace the switch.
5. Install the switch in the reverse order of removal.

RESETTING THE POWER WINDOW CONTROL UNIT

WITH AUTO UP/AUTO DOWN FUNCTION

Resetting the driver's power window is required when any of the following have occurred:

- Power window regulator replacement or repair
- Power window motor replacement or repair
- Driver's door glass replacement or repair
- Window run channel replacement or repair
- Power is removed from the power window control unit while the power window timer is ON.

1. Turn the ignition switch ON (II).
2. Move the driver's window all the way down by using the driver's window DOWN switch.
3. Open the driver's door.

NOTE: Steps 4 - 7 must be done within 5 seconds of each other.

4. Turn the ignition switch OFF.
5. Push and hold the driver's window DOWN switch.
6. Turn the ignition switch ON (II).
7. Release the driver's window DOWN switch.
8. Repeat step 4 - 7 three more times.
9. Wait 1 second.
10. Check if the AUTO UP and AUTO DOWN functions still work. If they do, the auto function has not been cleared; go back to step 1. If they do not, go to step 11.
11. Move the driver's window all the way down by using the driver's window DOWN switch.
12. Pull up and hold the driver's window UP switch until the window reaches the fully closed position, then continue to hold the switch for 1 second.
13. Confirm that the power window control unit is reset by using the driver's window AUTO UP and AUTO DOWN functions.

    If the window still does not work in AUTO, repeat the procedure several times, paying close attention to the 5 second time limit between steps. If it still does

not work, refer to **MASTER SWITCH INPUT TEST** :

- 4-door (see **4-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**)
- 2-door (see **2-DOOR WITH AUTO UP/AUTO DOWN FUNCTION**)